

MARINE COURT OF ENQUIRY.

A SECOND MATE CHARGED WITH MISCONDUCT.

At the Marine Court yesterday, before Commander Basil Taylor, R.N. (Stipendiary Magistrate and President), Lieut. T. D. Sharp, R.N., H.M.S. Tamar, Mr. S. C. H. Wilde, master s.s. *Hangsang*, Mr. G. Kinghorn, master s.s. *Hong Bee*, and Mr. A. E. W. Hodgins, master s.s. *Haigang*, an enquiry was held into charges of misconduct, brought by Mr. Rees Lewis, master of the s.s. *Poochow*, against J. T. Naylor, second mate of the *Poochow*.

Mr. C. Farbrother Mason (of Messrs. Wilkinson & Grist) appeared for the defendant.

The master of the *Poochow* produced his official log book and two letters written by the second mate to the Marine Superintendent. He said that on the 21st June, the vessel was lying alongside the wharf at Saigon. At about 6 p.m. he heard a noise at the gangway, and heard Mr. Naylor finding fault with the quarter-master, declaring that the gangway was not as it ought to be. Witness went down to the gangway, and heard what was going on, but did not speak to Mr. Naylor, who, he considered, was under the influence of drink. Witness returned to his room, and shortly afterwards heard more disturbance. The Chinese crew shouted "tu!" threatening to attack Mr. Naylor, because he had been creating a disturbance, and had struck the quarter-master, as the latter had told witness when he went to the gangway.

On going on deck he found the defendant and the chief engineer surrounded by a mob of Chinese, who were threatening them. The chief engineer was between defendant and the Chinese, and was trying to pacify them. Witness also endeavoured to stop the trouble, and eventually the crew dispersed. Mr. Naylor running aft towards his cabin, saying "I will shoot them." Next, witness saw him apparently coming out of the third engineer's cabin. He was waving his hand over his head, and repeated his threat to shoot the Chinese. Witness could not see if he had a revolver in his hand, as it was dark. Defendant went ashore, declaring he was going for a policeman. Witness then told him if he did bring a policeman he would give him (Naylor) in charge, and he would have done so. About 11 o'clock Mr. Naylor returned, and again shouted that he would shoot the Chinese. While he had been away, witness had told the crew to pay no attention to defendant. The four quarter-masters then came on the bridge to witness and said they were afraid to keep watch as the defendant might shoot them. Witness told them that the defendant had no revolver, but they had got it into their heads that they had seen the revolver. The defendant again went ashore repeating his threat to bring a policeman. Witness then asked the chief engineer if he would look out for the defendant and pacify him. Witness went to bed, and left the chief engineer walking the quay waiting for defendant. During their stay in Saigon the defendant was under the influence of drink every day; he would not say that he was drunk, but more or less so. On the 22nd July the defendant came up to take the time, but he was so much under the influence of drink that he was unable to do so. Witness had to "log" that. He had nothing further to say against the defendant.

In cross-examination by Mr. Naylor, witness said that defendant was a ship before him. He had sailed with witness since 2nd May. All through May defendant's conduct was very satisfactory. He commenced to become unsatisfactory about the 14th or 15th June, in Hongkong. He was satisfied with the defendant on the voyage to Saigon and he did his work satisfactorily. Defendant was allowed to go ashore in Saigon whenever he liked so long as there was one officer aboard. That was the rule in B. & S. boats. Witness admitted that on one occasion he took a piece of wood from a stove and pushed him with it because he was in a hurry. He might have struck the stove with the wood. The Chinese were not affected by this incident. Chinese were easy to handle if they were dealt with properly. He had never known a Chinese refuse to obey his command.

Dealing with the second charge, witness stated that the defendant went on duty at midnight on the 7th July, and a few minutes later witness asked him to be very careful of the course. Defendant said "All right," and witness left the bridge at 12.40 a.m. Witness later went on the bridge and asked defendant if he had taken a four point bearing and defendant replied that he had. Having a suspicion that the defendant had not done so, he asked for the time and the log entry, and from the answers he received he knew that the defendant was telling an untruth. Witness took the bearings and ordered the defendant off the bridge several times, but he would not go until the chief officer threatened to throw him off. Defendant asked the reason, and witness said it was because he was

incapable of taking his watch as he was under the influence of drink. Since this incident defendant had not been on duty again.

Cross-examined by Mr. Mason—His temper when he found that the defendant had put the ship in danger by not taking the bearing was "very hot." When he found that the defendant had not taken the bearing, the time, or made a log entry, there was no other conclusion to come to except that the defendant was under the influence of drink. He realised it was a very serious thing to order an officer off the bridge, but he did not think it was necessary for him as master of the ship to give any explanation for his order. While he was walking the lower bridge early on the morning of the 5th he saw no other craft in the neighbourhood.

Mr. J. McGillivray, the chief engineer, gave corroborative evidence in regard to the occurrence at Saigon. Witness could not see anything wrong with the gangway, and he had crossed it himself shortly before and it seemed to be all right then. He had always got on all right with Mr. Naylor, who had always seemed sober before. He was of an excitable disposition.

The Chief Officer, Mr. F. A. Lovegrove, also gave evidence. Asked to account for the defendant being in such a condition 40 minutes after he was apparently all right, he said he thought the defendant must have been very slightly under the influence of drink when he went on watch, but not sufficient to render it noticeable. His theory was that, having had no sleep that day he dozed off, and awoke when the Captain went on the bridge. Realising his position, he became excited and lost his head.

Mr. Mason said with regard to the first charge, defendant was prepared to admit that he was under the influence of liquor, but it was while the ship was in port, and he had full permission to go ashore. The Captain had said that he would not have objected to a man having a little too much if he slept it off before coming on board, but sometimes a man wanted to go home to sleep it off. He submitted that the fact that he noticed that the gangway was out of order was proof that his condition was not very bad. He called the quarter-master to fix the handrail, and on the quarter-master refusing to obey the order he became excited and struck him. He was only carrying out his duty as an officer of the ship in giving this order. As to the second charge, no witness would swear that defendant was under the influence of liquor. He was prepared to prove that three hours previous to his taking his watch the defendant was in the third engineer's cabin, but only had one drink during that time. Just at the time he should have taken the bearings, his attention was diverted to a strange light on the port bow, and whilst looking at that time for the taking of bearings passed. Had he not been interrupted by the Captain, who had admitted that he was a hot-tempered man, coming on to the bridge, the bearings would have been taken. Unfortunately he said he had taken the bearings, but that was owing to his very excited condition, and was very natural under the circumstances.

Mr. Mason produced the "characters" of the defendant from the time he was on the training ship up to the present.

Defendant, giving evidence in regard to the first charge, admitted having taken a little more than was good for him, though he knew what he was doing. He observed that the main ropes had got slack through the action of the rising tide, and the quarter-master was asleep, as usual, when witness went to him about the matter. He told him to make the rope taut, and asked him why he did not look after the gangway. The quarter-master gave him some "cheek," and flatly refused to comply with his order. Witness then slapped him on the cheek, and got another quarter-master to make the rope taut. In regard to the second charge, witness said his attention was attracted by a strange light on the port bow, and he was looking at it for about 10 minutes, the result being that he lost his four-point bearings.

In answer to Captain Wilde, witness said he had been to sea for 19 years. He agreed that he ought to know the duty of an officer and that all orders of the master should be obeyed.

Evidence was also given by the third engineer, Mr. Herbert Cranston, who deposed that defendant had only one drink with him before the occurrence on the night of the 7th July.

The Court found that both charges of misconduct were proved, and ordered that defendant's certificate of competency should be suspended for two calendar months.

THE MAGISTRACY.

A GAMBLING GROUP.

Before Mr. F. A. Hazeland yesterday, Inspector McHardy charged 11 Chinese with gambling at Wanchai. The first man was fined \$75, or a month's hard labour in default, and the remainder were fined \$5 each, or 14 days.

PROSECUTION UNDER THE STAMP ORDINANCE.

Before Mr. C. D. Melbourne yesterday the case was resumed in which Messrs. Moutrie & Co. were charged as employers with an offence under the Stamp Ordinance. At the previous hearing it was stated that the defendant Company's shroff presented a bill for \$17.50 to Mr. F. C. Jenkin, but the latter contended that he only owed \$14, and accordingly paid that amount only. The shroff gave a receipt for \$14 "on account," declaring he would not stamp the receipt until the full amount had been paid. Evidence was given by Mr. A. E. Paine, manager of the defendant Company, to the effect that the shroff was not acting in accordance with his instructions in refusing to stamp the receipt. He was provided with an unlimited number of stamps, and had express directions to stamp receipts of all amounts over \$10. Mr. P. W. Goldring (for the defence) said the question was entirely as to whether the shroff was acting within the scope of his authority. He submitted that the employer could not be liable for the acts of his servant in this matter. The Court had the evidence of Mr. Paine, as to the directions given to the shroff, and it was not for Mr. Paine to go round and see that the shroff did his duty. So long as the servants acted within the scope of the authority given them by their employers then the employer was responsible, but in this case he submitted that he was not acting according to instructions. Mr. Goldring quoted Bowstead and others on this point, and his Worship said he would consider the case and give a decision on Tuesday afternoon at 2.15.

PROSECUTION BY THE DAIRY FARM CO.

A Chinese milk-seller was charged before Mr. Hazeland with an offence under the Merchandise Marks Act. Mr. H. L. Dennis, jun., of Messrs. Dennis & Bowley, appeared for the prosecution. It appeared that a Chinese detective sent a coolie into the defendant's shop in Stanley Street to buy a bottle of milk, and the prosecution alleged that the milk was supplied in a bottle belonging to the Dairy Farm. Mr. Dennis said he would prove that the bottle sold was the property of the Dairy Farm. The bottle had the name of the Company printed on it in English and Chinese. He would also prove that the bottle of milk was sold at a lower price, namely, at 10 cents. Evidence was given by Mr. Charles Mitham, the dairy overseer at the Dairy Farm, who stated that the bottle was of the kind used by his Company in the Peak district, and that it would be used nowhere else. Mr. Dennis further said that the Company's bottles were always missing. What happened was that unscrupulous persons filled up these bottles for servants who came down. They paid only 10 cents, instead of 12 cents, and there was nothing to show their employers that the milk was not that sold by the Dairy Farm. Defendant denied selling the coolie the bottle of milk, and said that even if a person brought a Dairy Farm bottle and asked that it should be filled he would refuse to do it. A police officer had searched the whole of the premises for bottles of the Company, but could find none. His Worship—It seems that was only one solitary instance. Mr. Dennis said he did not suggest that this thing was habitual because, as the defendant had said, they could find no other bottles. Defendant was fined \$25 or one month's imprisonment.

STEWED TEA.

If allowed to stand stewing for long tea is nothing short of a poison, says Dr. Musgrove in "Nervous Breakdowns," for then it is converted into a concentrated extract of tannin, which has a most irritating effect on the wall of the stomach, producing a secretion of acid liquid, causing heartburn and perhaps injuring the delicate mucous membrane to the point of ulceration.

There is also another deleterious substance present called thein, and this has a specially pernicious influence on the nervous system when taken in excess. If tea is drunk within a few minutes of being made there is just enough of this alkaloid to produce a pleasant, refreshing effect without any harm being done. Yet even when prepared in this way, but taken too frequently, the accumulated effect of repeated small doses is as injurious as a large one, causing nervous irritability and sleeplessness.

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, ETC., which has been recognised unqualifiedly by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

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TIENTSIN AND PEKING.

VOELKEL & SCHROEDER, LTD.
SHANGHAI.

QUARTER-MILE SWIMMING CHAMPIONSHIP.

AN EASY WIN FOR FINCH.

The swimming race for the quarter-mile championship of the Colony took place at the V.R.C. last night, and a large attendance assembled to witness this interesting event. Some of the best of local swimmers entered, and it was generally expected that a keen race and an exciting finish would be witnessed. Contrary to expectations, however, the race proved a one man event, the man who is reputed to be one of our English champions, having a remarkably easy win. Considerably more was expected of the local men than they accomplished, but the record breaking time in which Finch covered the distance indicates that while some of the best of Hongkong swimmers were doing their best, they were less accomplished exponents of the natatory art.

The race took place in the open water outside the V.R.C., and while the Club premises held numerous spectators, many more lined the Praya wall and crowded on Murray Pier. The starters were, A. A. Claxton, J. C. Finch, C. J. Cooke, R. Lee and L. C. R. Souza. The men went off to a good start, and generally swam with a comfortable long-distance stroke. Finch took early precedence, and, naturally, was closely followed in the preliminary lengths. Lee dropped out before the first length had been negotiated, but Souza, although he was never in it, continued gamely until the finish. Finch slightly increased his lead in the second length, Claxton and Cooke following in a close partnership. In the third, Powell's man made perceptible headway, and Cooke, who had fallen behind Claxton at the beginning of the length, once more began to overhaul him. In the fourth length Finch led comfortably, while Cooke overhauled and passed Claxton. The fifth turn saw the leader with an advantage which neither of the men following him could, barring accidents, possibly hope to redeem, while Cooke, who was in second position, led Claxton by a couple of lengths. Then the last turn was made and the last half length negotiated, Finch passing the winning line with a lead of at least twelve yards, while Cooke took second place from Claxton by a couple of yards.

Finch's time was 6min. 00 4/5secs., a smashing record on the standing time for this event. 6min. 18secs., which was established by Logan. As was mentioned at the V.R.C. yesterday after the race, Logan was never pushed, but it can be said with equal truth that Finch was not pushed in this event, and, further, that he has not yet been seen at his best in Hongkong. He is certainly an acquisition to the local swimming brigade, and if Hongkong decide to send a team to Shanghai this year, should have his name heading the list, for he is the only man in the Colony at present who may be expected to contest the purely swimming events with Berthet, the Shanghai representative who won every interport swimming race at the last carnival here. C. J. Cooke, who swam second in yesterday's race, covered the distance in 6min. 20secs., which may be regarded as very good time for a veteran, particularly having regard to the fact that it is only two seconds above the previous record time for this distance.

NEW MARCONI CONTRACT.

\$230,000 EXTRA COST FOR SIX STATIONS.

Terms of the new contract which the Post Office have negotiated with the Marconi Company for the erection of the Imperial wireless chain were communicated to the House of Commons last night by Mr. Herbert Samuel, the Postmaster-General. They are based on the old contract with these variations:—

An increased price for each of the six stations based on the rise in the cost of materials, and estimated to be £26,500—a total of £159,000.

Payment by instalments instead of no payment till stations are completed.

Contract not to be binding unless ratified by the House of Commons before August 21st.

While the contract will apply firmly to the first six stations, the Government have the right in the case of three additional stations in South Africa, India, and the Malay Peninsula to call the company to cease work and instal other apparatus.

The 10 per cent. royalty on the patents in the old contract was resisted by Mr. Samuel, but the Company "preferred not to have the contract rather than give that up." The royalty will be paid only on the receipts of stations where Marconi patents are used.

THE POPULATION OF THE STRAITS SETTLEMENTS.

In a recent number of the Journal of the Royal Asiatic Society (Straits) Mr. Hayes Marriott gives some interesting figures of the growth of the population of the Straits, based since 1860 on the census returns. Here are some of the figures:—

1855.—Perak 35,000, Selangor 12,000, Pahang 40,000, Johore 25,000, Kedah and Lipor 50,000, Kelantan 50,000, Trengganu 20,000.

1860.—Straits, 248,000; 1871, 308,097; 1881, 423,334; 1891, 512,905; 1901, 575,781; 1911, 732,075 persons.

1924 10,633 31,207 28,505
1830 15,634 77,160 34,422
1840 29,681 3
1850 50,792 124,772 63,358
1871 97,111 133,230 77,756
1881 159,408 180,597 93,579
1891 185,117 233,618 92,170
1901 230,845 249,417 95,539
1911 317,849 279,274 124,952

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 1st August state:—

The market for local stocks has again ruled quiet, and several stocks have weakened, due to forced selling and the disturbed state of affairs in China. The London market for "Oils" has still an upward tendency, and "Tins" are stationary. "Rubbers" being slightly easier. Fine Hard Para Rubber is quoted at 3/7 per lb., and Plantation sheets at 2/8 1/2. The open market rate of discount is advised as 4 1/2 per cent., and the Bank of England rate remains unaltered at 4 1/2 per cent. Bar Silver is quoted at 27s. for ready delivery, and 27-9-16 forward. Sterling T.T. at 1/11 1/2. Shanghai T.T. closes at 75 and Singapore T.T. at 85. Consols are unchanged at 73 1/2. BANKS.—Hongkong and Shanghai Banks have been sold at \$800, and the London quotation is the same as last week, viz., £80.

MARINE INSURANCES.—Unions have weakened during the week, and sales have taken place at \$786. Cantons are still wanted, and close with buyers at \$297. North Chinas are still in request at Tls. 137, and Yangtzes close with a nominal quotation of \$195.

FIRE INSURANCES.—China Fires at \$147 and Hongkong Fires at \$356 are still wanted at these figures.

SHIPING.—Hongkong, Canton and Macao have been dealt in at \$27, at which price they close with buyers. Indo-Chinas are slightly easier and are now on offer at \$80. China Manillas have been neglected and close with a nominal quotation of \$10. Douglases are inquired for at \$31 1/2, and Star Ferries are now wanted at \$34 1/2.

OILS.—Shells have been inquired for by London at the improved rate of 110s. but now close easier with a nominal quotation of 110s. Ural Caspians have again improved, and have a middle quotation of 50/6. Mexican Eagles are also better with a middle quotation of 49/3. Langkats have had numerous dealings in them, but owing to forced sales in the North have weakened, and now close with sellers at the reduced price of Tls. 31.

REFINERIES.—China Sugars have been a weak market, and declined to \$93, at which figure sellers have come forward. Luzons are unchanged from last week, viz., \$35 sellers.

MINING.—Tronchs remain practically unchanged but close with the slightly improved rate of 57/6 middle. Raubs are easier, and close with buyers at \$3. Heavwoods are unchanged with a nominal quotation of 3/6. Chinese Engineerings and Pahangs are unaltered with a middle quotation of 30/- and 9/- respectively.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Kowloon Wharves have again been the medium of considerable business, and now close with buyers at \$90 1/2. Hongkong and Whampoa Docks again have attracted attention, but close easier this week with sellers at \$83. Amoy Docks are unchanged with sellers at \$84. Shanghai Docks have buyers at Tls. 52, and Hongkew Wharves are on offer at Tls. 109.

LANDS, HOTELS AND BUILDINGS.—Hongkong Hotels are still in request at last week's prices, viz., \$124 and \$91 for the old and new shares respectively. Hongkong Lands are wanted at \$116 ex dividend, and Kowloon Lands have improved to \$43, at which price they are now inquired for. West Point close with a selling quotation of \$72 ex dividend. Humphreys Estates have hardened and close with buyers at \$9.

COTTON MILLS.—Hongkongs have been sold at \$91, and now close with buyers at same figure. The following are the official quotations received from the North to-day, viz.:—Ewos Tls. 124 buyers and Soy Chees Tls. 40. Local quotations for the following stocks are, viz.:—Shanghai Cotton Tls. 150 nominal, Kung Yiks Tls. 11 and Laou Kung Mows Tls. 100 sellers.

MISCELLANEOUS.—China Providents are on offer at \$9, 100s at \$180. Union Waterboats at \$17 1/2. Fisheries at \$3. Pulpas at \$20. China Light and Powers at \$4. Hongkong Electric at \$40 1/2, and Green Island Cements at \$5 1/2. Hongkong Electric Tramways are wanted 7/4, and Steam Laundries have buyers at \$4. China Borneos remain unchanged at \$10 1/2 nominal.

LONDON QUOTATIONS.—To hand this morning by wire from our Agents are as follows (all middle price):—

Tronch Mines 57/6
Pahang Consolidated 50/6
Ural Caspians 50/6
Malayan Tin 45/-
United Serradings 8/-
Mexican Eagles 49/3
Rubber Trusts 2/1 premium.
Eastern Trusts 13/0
Shell Transport 110/0
Indo-China (Combined) 165/-
Chinese Engineering 30/-
Hongkong Electric Trans. 7/3

TOERANGIE (SUMATRA) RUBBER.

The report of the Toerangie (Sumatra) Rubber and Produce Estates, Limited, states that at October 31st the planted area of the company's rubber estate was the same as shown by the prospectus, i.e., 1,000 acres. An area of approximately 200 acres new clearing was taken in hand shortly after the close of the financial year, and was planted up early in 1913. This brings the total area under rubber up to approximately 1,200 acres. When the company took over the estate an area of about 150 acres was under heavy weeds. The clearing up of this land was immediately undertaken, and has, in conjunction with the rest of the planted area, been kept clean-weeded since. Very few cases of diseases were discovered during the period, and these were successfully treated whenever they appeared. The estate all over is in very good condition, and the young rubber trees show healthy development. The directors have decided to open and plant with rubber a further area of 800 acres during the current year. The area under cultivation for tobacco was 220 fields, or approximately 395 acres, 113 fields being interplanted in rubber, and the balance kept as a separate cultivation. The 1912 crop weighed into the fermenting shed amounted to 1,950 piculs (247,500 half-kilogrammes), or an average of 9 piculs per field. This crop, which suffered severely from adverse climatic conditions, and is consequently of somewhat inferior quality, is at present being sold in Amsterdam. One hundred and seventy fields, or approximately 290 acres, are being planted in respect of the 1913 crop. The directors have decided to relinquish the cultivation of tobacco after the harvesting of the 1913 crop. At October 31st the labour force on the company's estates numbered 734, and the health of the coolies has been very good.

INTIMATIONS

DANDRUFF AND FALLING HAIR Prevented by

Treatment with CUTICURA SOAP

And Cuticura Ointment. Directions: Make a paring and rub gently with Cuticura Ointment. Continue until whole scalp has been gone over. Next morning shampoo with Cuticura Soap. Shampoo alone may be used as often as agreeable, but once or twice a month is generally sufficient for this special treatment for women's hair.

Cuticura Soap and Ointment sold everywhere. Sample of each with 32-p. book free from nearest depot. Newbery, 27, Charterhouse St., London, E.C. 3. Toronto, 4, Yonge St.; 244-Wy. Lebanon, Ltd., Cape Town; Muller, Maclean & Co., Capetown and Durban; Pollock Drug & Chem. Co., sole agents, Boston, U.S.A. 627-Treble-faced man above in comfort with Cuticura Soap Shaving Stick. Liberal sample free.

HOWARD WATCHES

THE AMERICAN WATCH OF FINEST QUALITY AND HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED AT THE FACTORY.

Write or Send for Catalogue to THE SOLE AGENTS:

Chs. J. Gaup & Co.

ALEXANDRA BUILDINGS, CHATEL ROAD

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, ETC., which has been recognised unqualifiedly by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

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NEW ADVERTISEMENTS

THEATRE ROYAL.
HONGKONG.
FOR THREE NIGHTS ONLY.
FAREWELL VISIT.

MAURICE E. BANDMANN Presents
THE NEW
BANDMANN
OPERA CO.
WEDNESDAY, AUGUST 13TH.

Special Revival by Request.
"THE PINK LADY."
THURSDAY, AUGUST 14.
The Ever Popular and Fascinating
"THE DAIRYMAIDS."
From the Apollo Theatre, London.

FRIDAY, AUGUST 15.
FAREWELL PERFORMANCE this year,
when Hongkong's Favourite Musical Play
will be staged.

"AUTUMN MANOEUVRES."
From the Royal Adelphi Theatre, London.

Doors Open at 8.30. Commences at 9 sharp.
Booking at MOUTRIE'S.
PRICES: \$3.50; \$3; \$2 & \$1.
Hongkong, 2nd August, 1913. [932]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

MONDAY, 4th August, 1913, being a BANK HOLIDAY, all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS.

By Order, A. R. LOWE, Secretary. [933]
Hongkong, 1st August, 1913.

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By Order, A. R. LOWE, Secretary. [934]
Hongkong, 1st August, 1913.

WATKINS, LIMITED
(In Liquidation).

NOTICE IS HEREBY GIVEN that a FIRST and FINAL DIVIDEND of Return of Capital of \$5.25 per Share was Declared at a Meeting of Shareholders held on 31st July, 1913, and will be paid on application at the Office of Messrs. LOWE, BRINHAM & MATTHEWS, New Government Buildings, Hongkong.

E. A. M. WILLIAMS, Liquidator. [935]
Hongkong, 1st August, 1913.

TO LET.

"EDGEHILL," GA, THE PEAK. Five minutes from Tram Station.
Apply—A. RAYMOND.
Care of S. J. DAVID & Co.
Hongkong, 2nd August, 1913. [936]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:—
Far Eastern News.
Leading Articles:—

China and Textiles.
War Threatening at Canton.
Japanese and the Chinese Rebellion.
Education in China.
Indian Immigration in South Africa.

Random Reflections.
Hongkong.
The Magistrate.
Supreme Court.
A Larger Dock for Dairies.
Telegrams.
Sanitary Board.
Hongkong Legislative Council.
Sales of Crown Land.
Obituary.
The Revolt.
Canton News.
Departure of Major-General Anderson.

Correspondence:—
A Dangerous Road for Motor Traffic.
The U.S. Consul-General on Baguio.
The Relations of Master and Servant.
"Great Britain" in China.
Railway Projects in Yunnan.
Trade of Wuchow and Nanning in 1912.
Slavery in the Philippine Islands.
Industries in China.
Manifesto by Dr. Sun Yat-sen.
Affairs in Tibet.
Changes at Amoy.
The Nippon Yusen Kaisha.
Commercial.
Shipping.

Extra copies 30 cents each, Cash.
Copies can be posted from this Office to addresses sent; including postage, 34 cents each.
Subscription: \$12 per annum, payable in advance; postage \$2.
Hongkong, 2nd August, 1913.

NEW ADVERTISEMENTS

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "CHIYO MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, 2nd inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 7th inst., at 5 p.m., will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on 8th inst., at 10 a.m. All Claims must be filed on or before 14th inst., otherwise they will not be recognized.

S. MORIMOTO, Agent.
Hongkong, 31st July, 1913. [931]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 1st August, 1913. [930]

ENTERTAINMENT

THEATRE ROYAL.

LAST NIGHT!

THE WORLD FAMOUS

CHUI KWAN LOK HING
COMPANY OF MAGICIANS
FROM PEKING.
T-O-N-I-G-H-T
SATURDAY, 2ND AUGUST,
COMMENCING AT 9 P.M. SHARP.

PRICES:

Circle \$3.00
Stalls \$2.00
Pit \$1.00

Booking at MOUTRIE'S.

Hongkong, 29th July, 1913. [919]

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 4th August, 1913, calling at TAPO at 9.00 A.M. and arriving SHANGHAI at 9.12 A.M.

By Order, H. P. WINSLOW, Manager. [928]
Hongkong, 31st July, 1913.

KOWLOON-CANTON RAILWAY
(BRITISH SECTION).

NOTICE.

NOTICE IS HEREBY GIVEN that an ADDITIONAL TRAIN will leave Kowloon for SHANGHAI (FANING GOV. LINE) at 8.35 A.M. on MONDAY, 4th August, 1913, calling at TAPO at 9.00 A.M. and arriving SHANGHAI at 9.12 A.M.

By Order, H. P. WINSLOW, Manager. [928]
Hongkong, 31st July, 1913.

MASSAGE

SKILLFUL, Safety in the General or Electric.

MISS MORITA,
Care of NOKURA HOTEL,
15, 16 and 17, Connaught Road
Opposite Blake Pier.
Hongkong, 8th May, 1913. [652]

SHAMEN-BRITISH CONCESSION.

FOR SALE

VALUABLE BUILDING LOTS on the BRITISH CONCESSION.

TWO-THIRDS OF LOT 67.

Situate at the back of the Canton Club having a frontage to bund facing the canal of about 80 feet and depth of about 140 feet with area of measurement 8,430 square feet about.

ALSO LOT 3.

In the middle avenue having a frontage thereto of 120 feet, a depth of 140 feet and an area of 12,645 square feet.

ALSO LOT 62.

At the back of Lot 3, adjoining with a frontage to the canal of 120 feet a depth of 140 feet and area of 12,645 square feet.

For particulars apply to—
Mr. HERBERT F. DENT,
HERBERT DENT & Co., Shamien.
[906]

INTIMATIONS

LANE, CRAWFORD & Co.
TELEPHONE 97.

HARDWARE DEPT.

FULL STOCK OF COOKING UTENSILS

IN ALUMINIUM, ENAMELLED STEEL, ETC.

THE "WHITE MOUNTAIN"

ICE CREAM FREEZERS

STOCKED

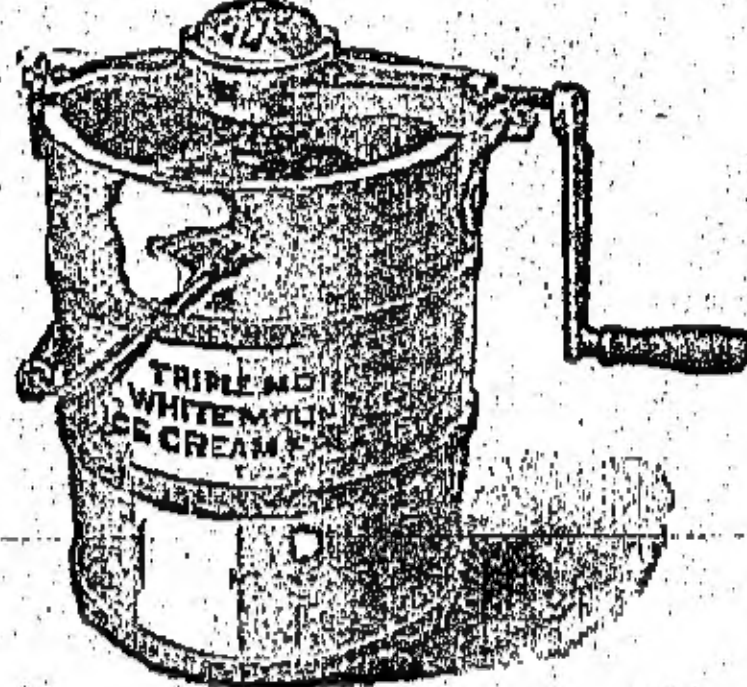
IN

10 SIZES.

1 QUART

TO

12 QUARTS.



TRIPLE

MOTION.

MAKES

DELICIOUS CREAM

IN THREE MINUTES.

TEAKWOOD ICE CHESTS

CONSTRUCTED AND PACKED UNDER OUR PERSONAL SUPERVISION.

THE ONLY ICE CHESTS GIVING

COMPLETE SATISFACTION FOR USE IN THIS CLIMATE.

BERKEFELD FILTERS

IN ALL SIZES.

ICE BLANKETS. ICE SHAVES. ETC.

LANE, CRAWFORD & Co.

146

YOST

TYPEWRITERS

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and Accountants.

Special Monthly Terms if desired.

MacEWEN, FRICKEL & Co.,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.
4, DES VUEX ROAD, HONGKONG. SHAMEN, CANTON. [392-1]
1st May, 1913.

AH MEN, HING CHEONG & Co.,

HIGH-CLASS

TAILORS AND OUTFITTERS.

WE HAVE ENJOYED THE PATRONAGE OF THE OFFICERS

OF THE ARMY FOR OVER 20 YEARS.

ORDERS PROMPTLY ATTENDED TO AND CARRIED OUT WITH PRECISION.

No. 8, QUEEN'S ROAD CENTRAL, HONGKONG.

All Contracts entered into by us bear our Chop and the Personal Signature of either of our two Managing Partners, viz. —

TO SHEK TSUN (杜石泉), OR TSE PUN SHANG (謝本生).

No Contract will be considered as Valid as against the Firm unless Signed as above.

Hongkong, 29th July, 1913. [918]

KOWLOON-CANTON RAILWAY
(BRITISH SECTION).

NOTICE.

IT IS HEREBY NOTIFIED that the DOWN EXPRESS TRAINS from Kowloon and the UP EXPRESS TRAINS from Kowloon will CEASE calling at Yau-mat on and after 1st August, 1913.

By Order, H. P. WINSLOW, Manager. [920]
Kowloon, 29th July, 1913.

FOR SALE.

A UXTOPHONE by the GRAMOPHONE Co., LIMITED, complete with 100 Records of which 70 are practically new. This Gramophone Works by an Electric Motor. It was bought in May, 1911, and is in good condition. Originally cost £100.

Apply to—ADJUTANT, 126th, Baluchistan Infantry, Kowloon. [613]
Kowloon, 26th April, 1913.

FOR SALE.

A GOOD RETAIL BUSINESS in HONGKONG. Owner retiring.

Easy terms of purchase. Apply in writing to—GOLDING & RUSS, Solicitors, 6, Des Vaux Road. [916]
Hongkong, 29th July, 1913.

GRACA & Co.

FRONTER EN (Hongkong Hotel Building)

Dealers in POSTAGE STAMPS, PICTORIAL TOBACCO, CIGARETTES, BOOKS, TOYS, &c.

Just Received FRESH SUPPLY OF VEGETABLE SEEDS. [942]
Hongkong, 26th July, 1913.

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the Six Months ending 30th June, will be PAYABLE on TUESDAY, 5th August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th July to the 5th August, 1913, both days inclusive. By Order of the Board of Directors, W. E. CLARKE, Secretary. [850]
Hongkong, 22nd July, 1913.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 16th day of August, 1913, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1913.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 4th August, to SATURDAY, the 16th August, 1913 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors, N. J. STABE, Chief Manager. [925]
Hongkong, 31st July, 1913.

INTIMATIONS

IN THE MATTER OF THE COMPANIES ORDINANCE No. 1 of 1865,

AND IN THE MATTER OF GEO. FENWICK & Co., Ltd. (In Liquidation).

NOTICE IS HEREBY GIVEN in pursuance of Section 176 of the Companies Ordinance, No. 1 of 1865, that the SECOND ANNUAL GENERAL MEETING of Members of the above-named Company will be held at the Office of the Liquidators, No. 5, Queen's Road Central, Hongkong, at 12 o'clock Noon, on WEDNESDAY, the 6th day of August, 1913, for the purposes provided for in the said Section.

PERCY SMITH, SETH & FLEMING, Liquidators. [917]
Hongkong, 29th July, 1913.

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East. New School-House to be opened on 1st August, 1913. For full particulars apply to the Headmaster, HERBERT L. DEER, L.C.F. [908]

1085

SALE BY PUBLIC AUCTION

OF H.M.S. "ALACRITY" (Late Admiral's Yacht).

On TUESDAY, the 2nd September, 1913, at 11 A.M., on Board.

As she lies at H.M. Naval Yard, Hongkong, and without restriction as to disposal.

PARTICULARS.—Twin-Screw Steamer built for about 14 knots with Coal Stowage of approximately 400 tons; Original T.H.P. Natural Draught 2,000. Two Sets of Compound, 2 Cylinder Engines, a Complete Set of Auxiliary Engines and Spare Gear, Condensers, Evaporators and Four Cylindrical Boilers. Fitted for Internal Electric Lighting Throughout with Duplicate Dynamoes. Complete with Anchors and Chain Cable and six 6 pdr. Frame-Standard Gun Mountings.

Length between Perpendiculars, 250 ft. 0 in. Extreme Breadth 32 ft. 6 in. Displacement 1,700 tons. Further particulars and conditions of sale can be obtained on application to the Auctioneers, Messrs. HUGHES & HOUGH, Hongkong.

The ship will be open to inspection from the 18th to the 29th August, inclusive, between the hours of 10 A.M. and 4 P.M., and permits to view her can be obtained on application to the Commodore's Office.

R. H. ANSTROUTER, Commodore. [908]
Hongkong, 28th July, 1913.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction on Board, On TUESDAY, the 2nd September, 1913, at 11 A.M., H.M. Twin Screw Torpedo Boat Destroyers "HANDY" and "JANUS," as they now lie at H.M. Dockyard, Hongkong.

To be sold separately for breaking up. Approximate Dimensions:—

Length between Perpendiculars...197 feet. Beam (external) 15 ft. 6 in. Displacement 250 tons.

Fitted with Two Sets of Triple Expansion Engines, Water Tube Boilers (mutilated) and a Large Quantity of Valuable Metal Fittings.

Can be viewed from the 18th to the 29th August, inclusive, between the hours of 10 A.M. and 4 P.M., permits being obtained at the Commodore's Office.

Catalogues containing further particulars and conditions of sale can be obtained from the Undersigned.

HUGHES & HOUGH, Auctioneers to the Admiralty. [909]
Hongkong, 28th July, 1913.

TO LET

TO LET.

MODERN THREE-ROOMED FLATS with every convenience, Humphreys Buildings, Cornwall Avenue, Kowloon. No. 2, MINDEN VILLAS, Mody Road, Kowloon, Five Rooms, Tennis Court.

FOUR-ROOMED HOUSES in Cameron Terrace, Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals. SHOP with GODOWN attached, Nathan Road, Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings, Hongkong, 24th July, 1913. [663]

TO LET.

SHOP, No. 12, Queen's Road Central.

OFFICES, Nos. 12 & 14, Queen's Rd. Central, No. 9, MOUNTAIN VIEW, PEAK. No. 5, STEWART TERRACE, PEAK.

Apply to—M. J. D. STEPHENS, Hongkong, 17th July, 1913. [722]

TO LET—AT ONCE.

For 3 Months or More. A WELL-FURNISHED 7-ROOMED HOUSE, on Upper Levels, Every convenience, including Electric Light, Telephone, etc.; 2 minutes from Tram Station. Apply to—Care of "Daily Press" Office, Hongkong, 23rd July, 1913. [902]

TO LET.

THE GROUND FLOOR of No. 6, DES VUEX ROAD CENTRAL, consisting of a Strong Room and Outhouses suitable for Banking or Commercial Offices, ready for immediate occupation.

Apply to—DAVID SASSOON & Co., Ltd., Hongkong, 4th July, 1913. [650]

TO LET.

ONE GODOWN, Duddell Street.

"HARTING," Austin Road, Kowloon. Immediate possession. "CRAIG BYRLE," No. 4, The Peak, 8 ROOMS; Tennis and Croquet Lawns; Fine Situation. MERION, No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS Cheap rental. To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS.

For Sale. "LADYBROOK," No. 9, Conduit Road, Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Students.

For Sale. "HARTING and BOGATE" on part of Kowloon Island Lot No. 1154. Apply to—LINSTED & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 2nd August, 1913. [64]

TO LET.

(From 1st July, 1913.) NO. 2, MOUNTAIN VIEW, THE PEAK.

Apply—LINSTEAD & DAVIS, Hongkong, 10th June, 1913. [780]

TO LET.

NO. 153, PRAYA EAST, GODOWN.

"BANFURLY," No. 11, Conduit Road. Apply—THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd., Hongkong, 1st August, 1913. [65]

FOR THE SUMMER MONTHS

SPECIALITIES

CORNER OX TONGUES,

CORNER BEEF,



**NAPIER
JOHNSTONE'S**

SQUARE BOTTLE

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

**BEWARE OF
IMITATIONS.**

SOLE AGENTS IN HONGKONG

LANE CRAWFORD & CO.,

and from ALL WINE MERCHANTS.



An astonishing
brilliance of finish
is produced in a few moments if
you use MELTONIAN CREAM—
and the brilliance lasts. Nothing
else so well preserves the new
look, or so effectively imparts glo-
ve-like suppleness to black leather;
nothing so surely adds to life.

**Meltonian
Cream**

For heavier footwork some prefer the equally
excellent MELTONIAN PASTE (brown or black).
Sold by all Bootmakers, etc. Manufactured by
F. Brown & Son, Ltd., Garlick St., London.

50c-3

**GIBBS
MEDICAL CARBOLIC
SOAP**

Guaranteed 100% Pure Carbolic
Specially prepared for use in
hot climates. It is sold
everywhere. It is the best
protection against infection
and, by far, the best line on
the market.

851

**Famished
Hair Cells**

Hair-fallure is due to starved roots and cells.
All the legion of hair troubles vanish if you
stir the hair cells. It is the same in every ill
— you must go right to the heart of the trouble.
Wait the grey, lustrous, dropping hairs

call for

is an adequate food—a real nutriment.
ROWLAND'S MACASSAR OIL gives an
immediate new vitality to the feeble roots and
the "feeling" cells beneath them. It produces
a soft, silky sheen and texture, a full, luxuriant
growth, radiating a true natural hair-health
Softly perfumed with Oil of Rose. Supplied
in gold tins for hair bath.

**ROWLAND'S
Macassar Oil!**

is sold by Stores, Chemists, and
ROWLANDS, 67, Fleet Street,
London.

Avoid cheap imitations with the same
or similar name.

**MARTIN'S
APIOL & STEEL
PILLS**

**MARTIN'S
APIOL & STEEL
PILLS**

M. BERTHAM & SON,
CHELTENHAM, ENGLAND

HONGKONG TRADE.

REPORT BY THE UNITED STATES CONSUL
GENERAL.

Reporting on the foreign commerce of
Hongkong during 1912, the American
Consul-General, Mr. George E. Anderson,
writes:—

With few exceptions the trade of the
Far East during 1912, as compared with
recent years, was quite satisfactory.
This prosperous condition naturally was
reflected directly in the trade of Hong-
kong, which, of all the great ports in the
world perhaps, most directly and com-
pletely depends upon the prosperity of its
neighbours for its own prosperity. The
trade year in the Philippines was an
exceptional one, and the Hongkong-
Philippine trade was the largest in the
history of such relations. In spite of
political unrest and uncertainty in China,
high exchange which militated against
heavy Chinese exports, and the restriction
of credits due to disturbed conditions, the
trade with China was much more satis-
factory than seemed possible at the begin-
ning of the year. The satisfactory rice
crops in Siam and Indo-China were re-
flected in increased trade in and through
Hongkong in this grain, in which the
United States and its island territories
had an increasing part. The extraordi-
nary demand for shipping tonnage the
world over caused increased shipping
activity in Hongkong and in the Colony's
trade territory. Hongkong also pro-
spered locally in many ways, its great
shipyards, cotton factories, and other
industrial establishments enjoying a
favourable year. Perhaps the dominant
feature of the entire situation may be
said to be the extraordinary vitality
shown by the import and export trade of
China under the most unfavourable con-
ditions—unsettled government, credit,
and monetary medium, rumours of war,
etc. The great mass of the Chinese people
continues industrious and thrifty, pro-
ducers and traders largely independent of
and indifferent to political and other
changes which would overwhelm a less
conservative, compact, and numerous
people.

THE OUTLOOK.

The prospects of trade in China and in
Hongkong's trade territory generally at
the opening of 1913 were the brightest for
several years. The inauguration of many
reforms calling for modern equipment of
various sorts, the establishment of various
new industries in many parts of China,
developing in other ways along foreign
lines, and the introduction of foreign
ideas and foreign goods promise increased
imports from abroad and an increased
and stimulated production of Chinese
goods. While it is probable that exchange
will decline materially it seems likely that
such decline will improve the situation,
for while high exchange would favour
imports from abroad the situation of
China at the present time demands a good
market at profitable terms for Chinese
products, and this can come only with
lower exchange. Stocks of nearly all stand-
ing goods in Hongkong are low, and buying
upon a large scale will be renewed when
more settled conditions obtain. Buying
for the immediate needs of the market in
any event will be material. The prosper-
ity and advancement of the Philip-
pines affect Hongkong trade directly and
favourably, while improved crop con-
ditions in Indo-China, Siam, Burmah,
and other points drawing upon Hongkong
for supplies or distributing their products
through Hongkong promise much for the
year's business.

CHINA COAST FREIGHT RATES.

It seems apparent, writes the United
States Consul-General at Hongkong, that
the crisis in freight rates along the east
Asiatic coast, which have been ranging
abnormally high for some time, has been
reached, and that a readjustment is
imminent. These rates directly and at-
tenuately affect the trade of the United
States, rice, making, spices, and
similar goods exported to the United
States through Hongkong, but brought to
this port by local steamers for transship-
ment to the ocean liners.

The situation in the general coast trade
is somewhat complicated by the fact that
there is a "conference" governing freight
rates between Hongkong and the Philip-
pines, another governing the rates on
freight from West River points and
Canton to Hongkong, while at the same
time, freights in the Yangtze River
district and to and from the ports of the
Yangtze to coast ports in the vicinity
have been raised by a direct combination
among the lines of steamers concerned.
The freight situation in Hongkong and
South China has materially changed in
the past two weeks largely because of a
change in the rice situation in Indo-
China. As a result of the increased
supply of rice in the markets of the
Far East and lowering prices for the
grain, Saigon rice producers have stopped
shipping their product, with the result
that a large amount of tonnage normally
employed in this rice trade has been
released and is now upon the freight
market. Freights have fallen immediately,
that on rice from Saigon, for example,
falling from c18 to c9 local currency
(about c9 to c6-5 gold) per picul of 133½
lbs., although the latter rate is above the
usual freights obtaining in recent years.
While rates have been lowered for the
time being, it seems probable that the
unemployed tonnage will be soon absorbed
by other trades.

The influence of the Canton and West
River conference and of the Philippine
conference is in the direction of maintain-
ing rates, and while there is no combina-
tion of coasting steamer lines, directly,
most of the lines concerned in the trade,
including the Indo-China Steam Naviga-
tion Company (Jardine Line), the China
Navigation Company (Butterfield &
Swire Line), the China Merchants Com-
pany (Chinese Line), and the Osaka
Shosen Kaisha (Japanese Line), are all
directly concerned in other combinations,
and recently effected a new combination
in connection with the shipping on the
Yangtze River and to points along the
central China coast, as a result of which
rates were advanced on various com-
modities ranging from 10 to 30 per cent.
There seems to be no prospect of any
break in coast freights in a way to affect
trans-Pacific or other rates on com-
modities, but it is probable that it will
take some time for local freights on the
China coast to reach a stable basis.

**WM. POWELL,
LTD.**

TELEPHONE 346.

HIGH-CLASS

GENTLEMEN'S OUTFITTERS

"SAXONE"

FOOTWEAR FOR GENTLEMEN

BOOTS

\$11.00

SOLE AGENTS

HONGKONG.



SHOES

\$10.00

SOLE AGENTS

HONGKONG.

(EACH PAIR GUARANTEED.)

WM. POWELL, LTD.

JAVA AND JAPAN TRAFFIC.

A change of some importance in south-
east Asiatic freight matters comes in the
trade being developed by subsidised
Japanese lines in coal to Singapore and
points in that vicinity, thence in ballast
to Java for a return cargo of sugar from
Java to Japan. The recent failure of
Taiwan (Formosa) to supply Japanese
needs in sugar has resulted in compara-
tively heavy imports of Java sugar in
Japan. Heretofore much of this sugar
was shipped to Hongkong on local
steamers and transhipped for Japan, but
with the stimulus of outgoing coal cargo
to Singapore and of return cargo of
sugar, all under the encouragement of the
Japanese Government, Japanese vessels
are now taking most of the trade for
Japan direct. In the meanwhile there
has been a considerable increase in the
shipping service from the East Indies to
Hongkong and Japan, the Java line of
steamers, for example, now putting into
service a new 12,000-ton ship, with others
to follow.

ADMIRALTY OIL RESERVES.

It is matter of common knowledge,
writes a London financial journal, that
during the past two years the British
Admiralty have been making fairly
extensive provision for the storage of oil
fuel. At Portsmouth, for instance, there
are now close on a score of tanks either
constructed or under construction, while
at Invergordon ten tanks have been laid
down. Similar tanks—each of which is
capable of holding 6,000 tons—have been
erected at various other points convenient
for oiling the various units of our fleet.
In addition, it now transpires that the
Admiralty are accumulating substantial
reserves in the storage tanks of the
Scottish mineral oil companies. These
tanks are, of course, convenient to the
Royal Naval Base, which promises to be
one of the most important bases on our
coasts. This oil is of the variety known
in the trade as "lighthouse" oil, being
a grade of gas oil. It has already been
used extensively by the British Admiralty,
and from every point of view has yielded
excellent results. The Admiralty, it is
understood, have intimated to the Scottish
mineral oil companies that they are quite
prepared to take every ton of such oil that
can be produced, and are paying a price
which, while not exorbitant, leaves an
adequate margin of profit. In addition,
the Admiralty are ready buyers of heavier
residue oils for use in adapted furnaces.
The price received for this is also a fair
one, and might almost be described as
"found" money to the Scottish mineral
oil companies, which at times were sore
put to it to find a market for such oil.

-AN "EMPRESS OF ASIA" INCIDENT.

LAUNCH IN MID-OCEAN.

By kind permission of Commander S.
Robinson a unique ceremony took place on
July 18th on board the R.M.S. *Empress
of Asia* on her maiden round-the-world
trip—in the shape of the launching of a
model over six feet long of the above-
named ship built by Mr. W. R. Cowan,
the ship's carpenter.

The model is engine and fitted with
electric light throughout and built to the
scale of one-eighth of an inch to the foot,
the launching ways being of the same
scale. The motor is one of the Bassett-
Lowke, Ltd. type, called the "Nautilus"
(a powerful little 6-volt motor of the
highest class), it is fitted with special
"win gear" box, but to get the four
propellers in action the outer shafts had
to be geared to the main shafts by small
cog wheels, thereby working all propellers
by the one motor. The power of the motor
and lights are received from a 4-volt, 60-
watt accumulator. The hull is planked
with three-sixteenths of an inch sycamore
wood and secured to the "sections" by
brass screws.

When everything was in readiness, Miss
Hilda Woodcock, one of the passengers,
pressed an electric button, which released
the "iron stoppers" or "daggers," and
amidst hearty cheering the ship slowly
glided down the ways into the "Tarpaulin
Sea."

The Captain, officers and passengers
were united in their praise of the
ingenuity displayed by the builder in the
construction of the model and the making
of the "ways" which was all carried out
to scale.

After the ceremony many of the passen-
gers took photographs of the model and
its builder.—*Singapore Free Press.*

THE TRADE OF THE STRAITS SETTLEMENTS.

The report on the year's trade showed
1912 as a satisfactory year. The export
volume of trade was practically station-
ary, but the values increased. The mer-
chandise imports totalled \$28,413,000
dollars, and the exports \$30,742,000,
in each case a substantial increase. Colonial
interport trade was practically stationary.

IF YOU ARE
"OUT OF SORTS"
OR
'LIVERISH'



Nothing keeps a man or woman down like indigestion or liver trouble.
nothing braces them up so quickly or so surely as a course of Mother Seigel's
Syrup. The digestive tonic and stomachic remedy, made of roots, barks and
leaves. It tones and strengthens the stomach, stimulates the liver and bowels,
braces the nerves, purifies the blood, creates appetite, and assists digestion.
Thirty drops taken after meals, will make and keep you well and strong.

**MOTHER
SEIGEL'S SYRUP**

"At one time indigestion nearly wrecked my health. I had begun
to despair of ever being cured when my attention was called to Mother Seigel's
Syrup. Very soon that wonderful remedy set me right, and for years since
I have been a strong and healthy man. I attribute that fact to Mother Seigel's
Syrup." Mr. J. SEDGWICK, Salters Rd., Walsall Wood, Walsall, Staffs. 29/11/12

Is the tonic you need.

**MOUTRIE'S
PIANOS!
PIANOS!!**

ON HIRE

At \$10 Per MONTH.

TUNING AND REGULAR ATTENTION

INCLUSIVE.

S. Moutrie & Co., Ltd.

[629-2]

BANKS

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER.)

Capital Yen 10,000,000
Capital Subscribed (paid up) .. Yen 6,250,000
Reserve Fund Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy Swatow Tainan
Anping Kobe Tamsui
Canton Nagasaki Tokyo
Fuefuki Osaka Yokohama
Keelung Shanghai

HONGKONG OFFICE,
3, DES VOGES ROAD.
Interest allowed on Current Accounts
Deposits received on terms which may be
on application.
K. TSUDZURABARA, Manager
Hongkong, 1st May, 1913.

**NEDERLANDSCH-INDISCHE
HANDELSBANK**
(NETHERLANDS INDIA COMMERCIAL BANK)
ESTABLISHED 1853.

Authorized Capital Fl. 16,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,250 (£1,242,119)
Reserve Fund Fl. 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK,
SWISS BANK CORP.

BRANCHES AND AGENTS all over the
World.

THE BANK transacts every description of
Banking and Exchange business, receives money
on Current Account at the rate of 2 per cent. per
annum on Daily Balances. Rates on Fixed
Deposit can be ascertained on application.

G. VERMEY, Manager,
No. 5, Des Vaux Road Central
Hongkong, 23rd April, 1913. [215]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is cor-
rected by the HONGKONG AND
SHANGHAI BANKING CORPORATION.
Rules may be obtained on application.

INTEREST on deposits is allowed on the
Minimum Monthly Balances at 3½ per cent
per annum.
Depositors may transfer at their option
balance \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
N. J. STABB,
Chief Manager
Hongkong, 1st July, 1911

**THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID UP CAPITAL £1,200,000
RESERVE FUND £1,700,000
RESERVE LIABILITY OF
PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General
Banking business transacted.
CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year or
shorter periods at rates which will be quoted
on application.

A. S. HEWETT,
Acting Manager,
Hongkong, 14th April, 1913. [133]

YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL..... Yen 40,000,000
PAID-UP CAPITAL..... Yen 30,000,000
RESERVE FUND..... Yen 18,200,000

HEAD OFFICE—YOKOHAMA
Branches and Agencies at:
Amoy, Hong Kong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Siam, Yokohama.

Amoy, Hong Kong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Siam, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to
be obtained on application.

EISHI ONO,
Manager
Hongkong, 31st March, 1913. 164

BANKS

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**

PAID-UP CAPITAL \$15,000,000
RESERVE FUND \$15,000,000
STERLING \$15,000,000
SILVER \$17,200,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
S. H. DODWELL Esq.—Chairman.
Hon. Mr. D. LANDALE—Deputy Chairman.
G. F. FRIEDLAND Esq.
C. S. GUBBAY Esq.
F. H. HOLYOAK Esq.
G. R. LAURENS Esq.
F. LIEB Esq.

CHIEF MANAGERS:
Hongkong—N. J. STABB.
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of Two per
cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum
For 6 months, 3½ per cent. per annum
For 12 months, 4 per cent. per annum
N. J. STABB,
Chief Manager
Hongkong, 8th May, 1913. [18]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital £1,500,000
Subscribed 1,125,000
Paid-up 562,500
Reserve Fund 415,000

BANKERS OF:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts
at 2 per cent. per annum on Daily Balances and
on Fixed Deposits at rates which may be
ascertained on application.

A. R. LINTON,
Manager
Hongkong, 14th July, 1913. [878]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES—
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS \$7,000,000
equal \$1,400,000

EVERY DESCRIPTION OF BANKING
BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual
terms.

DEPOSITS RECEIVED, fixed for one year
at 4 per cent. per annum, or for shorter
periods, at rates which may be ascer-
tained on application.

LETTERS OF CREDIT AND DRAFTS
granted on all the principal cities in
the world.

THE BANK'S CIRCULAR LETTERS OF
CREDIT are available all over the
world.

COMMERCIAL LETTERS OF CREDIT
issued.
PURCHASE and SALE of Stocks and
Shares effected.
TRAVELLERS' CHECKS sold and cashed
GEORGE HOOGE,
Manager.

9, Queen's Road,
Hongkong, 2nd November, 1912. 32C

A Celebrated Violinist



Nervous Fatigue, Languor—

The power to excel, the confidence which ensures her brilliant successes, says the talented violinist, Miss Sybil Keymer, is entirely due to her abundance of vigorous nerve force created by Phosferine. How greatly the numerous distinctions and triumphant career of this accomplished musician are promoted by the brain energy and physical stamina developed by Phosferine, is evident from Miss Keymer's admission that the tonic "enabled me to do myself justice." This power to excel, this ability to make the most of her skill, depends upon the marvellous control and steadiness of the muscle nerves Phosferine has given her, and to which she owes the entrancing tone and quality of her musical renditions. Naturally, this energising effect of Phosferine was accompanied by the disappearance of the headaches, listlessness, and fatigue, which were the bane of her public appearances, and it is this happy outcome which impels Miss Keymer to testify to the exceptional advantages to be derived from Phosferine.

Promptly Remedied.

Miss Sybil Keymer, "Riverside," Albany Rd., Leighton Buzzard, Eng., writes: "I think I should inform you that I have recently derived very great benefit from the use of Phosferine. In the course of my profession I have to travel a good deal in getting to my various concerts, and I find that since using Phosferine I am never troubled with the headaches and listlessness which follow a long railway journey, particularly during hot weather. This is of very great importance to me, as frequently only a very little time elapses between reaching my destination and the commencement of a concert, and it is such a relief to feel fresh and ready for playing in public undisturbed by the fatigues of long travelling. It is because I feel that Phosferine enables me to do myself justice as a violinist, preventing any of the unsteadiness of the muscle nerves, which is so harmful to tone and quality, that I confidently commend the tonic at every opportunity."—July 11, 1912.

PHOSFERINE
GREATEST OF ALL TONICS

A PROVEN REMEDY FOR
Solitude, Maternity Weakness, Lassitude, Backache, Influenza, Menstrual Decay, Neuritis, Rheumatism, Indigestion, Mental Exhaustion, Fatigue, Headache, Neuralgia, Sleeplessness, Faintness, Hysteria.

And all disorders consequent upon a reduced state of the nervous system.

The Royal Tonic

Phosferine has been supplied by Royal Commands
To the British Royal Family, H.M. the Emperor of Russia, H.M. the King of Spain, H.M. the King of Greece, H.M. the Queen of Romania, H.M. the Queen of Spain, H.M. the Dowager Empress of Russia, H.M. the Grand Duchess of Russia, H.M. the Grand Duchess of Mecklenburg, The Imperial Family of China.

And the Principal Royalty and Aristocracy throughout the world.
Price in Great Britain: Bottles, 1/6, 2/6 & 4/6. Sold by all Chemists, Stores, &c.
The 2/6 size contains nearly four times the 1/6 size.
PREPARED BY—ASHTON & PARSONS, LTD., LONDON, ENGLAND.

SAINT RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

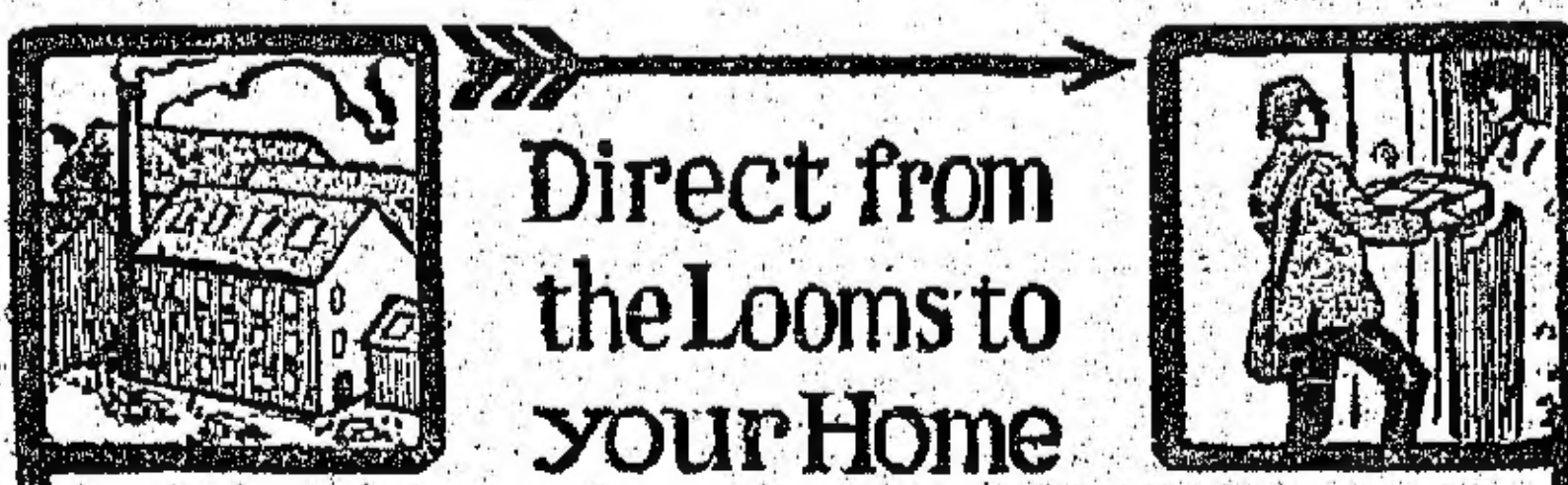
Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A REYAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE VIN SAINT-RAPHAEL, Valence (Drôme-France).
AGENTS—CALBECK, MACGREGOR & Co., Hongkong.



Direct from
the Looms to
your Home

Peach's LARGE FREE CATALOGUE OF CURTAINS

TABLE LINEN PARCEL 22/-
Postage Paid.
1 HEAVY DOUBLE DAMASK LINEN TABLE CLOTH, choice design, size 60 in. by 24 in. 24 in. sq.
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6 LIVERPOOL LINEN TABLE CLOTH, 32 in. sq.
7 ELEG. TRAY CLOTH 1 ELEG. TABLE CENTER
All goods ready made. Marvellous value.
Be sure write now for Catalogue, POST FREE.
S. PEACH & SONS, Box 404, The Looms, Nottingham, England

RECORD CURTAIN PARCEL 23/-
Postage Paid.
Contains 6 pairs beautiful Curtains, namely:—
4 pairs All same RICH OLD LACE DESIGN, size long 60 in. wide.
2 pairs GOOD QUALITY EXQUISITE EMPIRE DESIGN, most successful style, size long 60 in. wide.
Either parcel delivered POST FREE at above prices.
Greatest Bargains ever offered.

THE ROYAL COLONIAL INSTITUTE.

SPEECH BY SIR CLAUDE MACDONALD AT THE ANNUAL DINNER.

Colonel The Rt. Hon. Sir Claude MacDonald, G.C.M.G., G.C.V.O., K.C.B. (late British Ambassador, Japan), speaking at the annual dinner of the Royal Colonial Institute, said:—It is a great honour and a very sincere pleasure to me to respond to the toast of the British Communities beyond the Seas. I have been asked to respond to this toast, doubtless because I have been serving His Majesty and His Majesty's Government for the past forty years—which forty years came to an end last December—incidentally, I may mention, to my own regret, and I trust also to the regret of the British Government. I should like to mention that of those forty years, I have spent thirty-six away from the Motherland on service, living amongst, and learning to appreciate, British Communities beyond the Seas, and I should like to take this opportunity of saying in the most emphatic manner that in those Communities, scattered far and wide over the habitable globe, the British Empire possesses a most loyal and patriotic and most useful asset. It is undoubtedly true, though perhaps a little strange, that the Britisher in foreign land is much more enthusiastic and loyal, and more devoted to his country than are sometimes the inhabitants of that country. Can it be that the absence of the motor-bus and the militant suffragette from foreign lands has anything to do with this? I hesitate to apologise to the motor-bus, because though noisy it is undoubtedly useful, whereas the militant suffragette though undoubtedly noisy is not at all useful. I have heard that the schemes of this Institute have been extended beyond the British Dominions to British Communities beyond the Seas. I am exceedingly glad to hear it, because I am sure the work of the Institute will fall on very good ground. It gives me great pleasure from my own personal observation to state that the patriotic observances, which now so happily mark Empire Day, have been carried out by Communities scattered all over China and Japan in a manner worthy of the highest praise. It is also my proud privilege to state that our gallant allies the Japanese have invariably, in the most sympathetic and warm-hearted manner, endeavoured to assist us in carrying out these observances. Speaking on behalf of British Communities beyond the Seas I think I may claim that by their lives and by their examples they are maintaining the good name and reputation of their native country and of the Empire, and by their observance of Empire Day are manifesting to those amongst whom they live that love of country and pride of Empire remain as strong as ever. I should like also to bring to your mind those thousands of brave Englishmen who have laid down their lives in the defence of that country and in building up that Empire, and whose graves are scattered far and wide all over the globe. There is at present in my mind and doubtless in many of yours, that simple, that pathetic, yet glorious monument amongst the eternal ice and snow of the Antarctic which speaks to us of those amongst whom they live that love but one monument amongst many, for what says the poet:—
Go, Stranger, track the deep,
Free, free the white sail spread;
Wave shall not mean, nor
Wild wind sweep,
Where sleep not England's dead!

REVOLUTIONARY ASIA.

M. Sarraut, Governor-General of French Indo-China, has been interviewed by the *Temps* correspondent at Hanoi. The recent anarchist outrage there, he said, did not come as a surprise to him. It had been known for years that Annamites had taken refuge abroad in order to prepare an insurrection. They had talked of an armed invasion of Tonkin, but necessarily that was only talk. Then from India and China came the idea of bombs. He was himself meant to be the first victim, and he had escaped several times. Then, as the result of the coming and going of the leaders between China and Siam, a considerable blow was struck. It was not an Annamite crime, it was not a Chinese crime, it was foreign to Indo-China. He went on to say: "It is so difficult to find in these outrages one of the phenomena of the revolutionary agitation which is manifesting itself throughout Asia. I need not recall to you the precedents that are so numerous and recent. At Canton there has been a veritable rain of bombs, and only a few weeks ago the Chinese Prime Minister Sun was assassinated. In Japan there was the assassination of the Marquis Ito. Again there was the attempt on the life of the British Governor of Hongkong, and the attempt on the life of the Viceroy of India at Delhi. And there was the military revolution in Siam, suppressed with difficulty. The Annamite rebel refugees were fatally inspired by such teaching."

LAUNCH OF A JAPANESE STEAMER.

On June 26th there was launched at Old Kilpatrick the steel screw steamer *Tororo Maru*, which has been built to the order of the Mitsui Bishi Goshi Kaisha, through Messrs. A. R. Brown, McFarlane & Co., Glasgow. The principal dimensions of the vessel are:—Length, 302 ft. between perpendiculars; breadth, 46 ft.; depth, 22 ft. 9 in.; tonnage about 3,000 gross, and cargo capacity 4,250 tons. The machinery consists of triple-expansion engines with cylinders 28, 27, and 41 in., by 42 in. stroke, with two main boilers and donkey boiler.

LONDON TO SYDNEY IN 21 DAYS.

Interesting particulars are given by the London correspondent of the *Liverpool Courier* relating to a new fast Crown-subsidised rail and steamship service which is planned to operate between London and Sydney, with the result that the journey between those centres will be reduced to exactly 21 days. It will then be possible to go from London to Winnipeg, a distance of more than 3,400 miles, in the short period of five days. Twenty-six-knot steamers having smaller displacement than the *Manitowick* will run from Blackpool, a new harbour on the north-west coast of Ireland, to Cape St. Charles, Labrador, in three days. From here to Winnipeg mails and passengers will be raced over an airline railway in another 30 hours. From the Manitoba Metropolis to the Pacific Coast one of the three routes is to be determined upon by the promoters of the "Imperial All-Red Route," as the latest highway to the Antipodes is henceforth to be known. The lowering of the time of passage between London and New York, as well as Toronto, Detroit, Chicago, and other American and Canadian cities, is an important consideration in the working out of the new project, for by the Blackpool-Cape St. Charles route and Quebec it is claimed that one day may be gained over the existing schedule maintained by the *Manitowick* and *Lusitania* between Liverpool and New York. This great highway through England, Scotland and Ireland across the Atlantic to Labrador, across British North America, and diversely across the Pacific to Yokohama, Shanghai, Auckland, and Sydney is planned to serve the purposes of war as well as the pursuits of peace. Sir Thomas Troubridge, of London, and others who are working with him in the matter have already let contracts for the commencement of construction work upon the railway which is to connect Blackpool with the northern cross-country routes of the Irish railway system, terminating at Larne, on the North Channel, near Belfast, where car-ferry communication will be effected with Stranraer, on the Scottish coast near Dumfries.

MINERAL OIL PRODUCTION IN FORMOSA.

The Acting British Consul at Tamsui (Mr. G. P. Paton) reports that efforts to work the oil fields of Formosa appear to have at length met with success. Attempts have been made at over 30 places to obtain a flow of oil with but different results, the only field which has so far yielded oil being one near Byoritsu, in the north of the island, where an average of 100,000 gallons a year, forming the total output of Formosa, has been obtained for the last few years. Further boring with modern machinery has been continued in this district, and at the beginning of May oil was reached at a depth of 810 ft. The output has reached over 4,000 Imperial gallons a day, though this is not likely to be maintained for long. In the opinion of an expert the outlook is promising as regards other wells to be bored in the neighbourhood. The kerosene produced from this oil is not of much use as an illuminant, as it is too smoky, but it is utilised for motor engines and for cleaning machinery. The crude oil is used as fuel in the neighbouring sugar factories, but it has to be sold very cheaply in order to compete with Japanese and Formosan coal. The company which has carried out the boring operations has recently ordered the latest type of rotary boring machinery at a cost of £2,000, thus indicating a hope of still greater development in the future.

SUFFERERS FROM
SKIN & BLOOD
DISEASES

such as ECZEMA, SCROFULA, BAD LEGS, ABSCESSSES, ULCERS, GLANDULAR SWELLINGS, BOILS, PIMPLES, ERUPTIONS, FILLS, BLOOD POISON, RHEUMATISM, GOUT, &c., should at once realize that outward application, such as lotions, ointments so-called balm, &c., though they may give relief for the time being, DO NOT CURE. The trouble lies deeper—in the blood. These complaints are the result of clogging impurities in the blood—and so

CAN BE CURED
ONLY BY PURIFYING THE BLOOD.

For cleansing the blood of all impurities, from whatever cause arising, there is no other medicine just as good as Clarke's Blood Mixture—that's why, in thousands of cases of skin and blood diseases it has effected truly remarkable cures where all other treatments have failed.

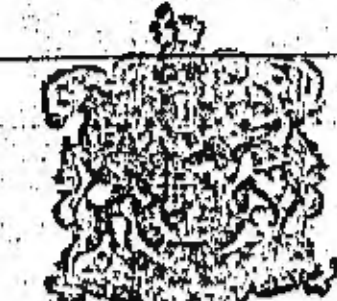
The Editor of the "FAMILY DOCTOR," London's popular medical weekly, writes: "We have seen hosts of letters bearing testimony to the truly wonderful cures by Clarke's Blood Mixture. It is the first Blood Purifier that Science and Medical Skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and the public generally."

Clarke's
Blood
Mixture

THE WORLD'S BEST BLOOD
PURIFIER
HAS CURED THOUSANDS.
WILL CURE YOU.
Sold by all Chemists and Patent Medicine
Vendors throughout the World.
REFUSE SUBSTITUTES.

Give her
Bovril

Because the Body-Building
Power of Bovril has been
proved to be from 10 to
20 times the amount taken.



By Appointment to
H.M. King George V.

"There is only
one Bovril."

LLOYDS BANK LIMITED.

Subscribed Capital, £26,304,200.

Paid up Capital, £4,208,672. Reserve Fund, £2,800,000.

HEAD OFFICE: 71, LOMBARD STREET, LONDON, E.C.

Deposit and Current Accounts	31st Dec., 1912	£28,832,331	3	4
Cash in hand, at call, and at short notice		24,029,468	7	8
Bills of Exchange		9,481,143	0	9
Investments		10,939,332	19	7
Advances and other Securities		50,347,648	1	0

THIS BANK HAS OVER 650 OFFICES IN ENGLAND AND WALES.

Colonial & Foreign Department: 60, Lombard St., London, E.C.

PARIS AUXILIARY: LLOYDS BANK (FRANCE) LIMITED, 19, RUE SCRIBE.

Drink Wisely
"MONTERRAT"
Lime-Fruit Juice.
I don't care two straws for any but
MONTERRAT Lime Juice.
It's a fine healthy, cooling, and refresh-
ing drink, and keeps me fit in the hot
weather.
MONTERRAT is sold by
all leading Grocers.

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FOR OVER 120 YEARS.
RED LION PASSAGE, FLEET STREET, LONDON, E.C.

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KANAKA
OF JAPAN!
TOILET WATER
Beware
of imitations.
RIGAUD & Co
PERFUMERS
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DARLINGTON'S HANDBOOK.

"Sir Henry Ponsonby is com-
mended by the Queen to thank
Mr. Darlington for a copy of his
Handbook."
"Nothing better could be wished for."
—*British Weekly*.
"Far superior to ordinary guides."
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Visitors to London should use

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LONDON "A brilliant book."—*The Times*
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60 Illustrations.
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Visitors to Brighton, Eastbourne Hastings
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Bath, Weston-super-mare Malvern, Hereford
Worcester, Gloucester, Llandrindod Wells
Llangollen, Aberystwyth, Towy, Barmouth
Dolgelly, Harlech, Criccieth, Pwllheli,
Llandudno, Egham, Bournemouth, Isle of
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the World.

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LONDON: SIMPKIN & Co.

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FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For	STEAMER	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIE	On 11th Aug. at 7 A.M.
MARSEILLES VIA PORTS	AMAZONE	On 12th Aug. at 1 P.M.
TRANS SHIPPING on the Co's Steamers for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.		
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseille.		
For further particulars apply to		
S. O. DE BUSSIERRE, ACTING AGENT, QUEEN'S BUILDING.		

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG TO:

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA. CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong:	From Colombo:
2nd August. Connecting with "MIRAMICHI" 16th August.	

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS. Sufficient inducement offered, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

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MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "GREGORY APCAR" 4,600 tons, Capt. J. E. Drake, will be despatched to SHANGHAI, KOBE and MOJI on 18th August.
S.S. "DILWARA" 5,328 tons, Captain G. N. Ramo, R.N., will be despatched to KOBE & MOJI, (Yokohama if sufficient inducement offered) on 22nd August.

WESTWARD.

S.S. "ARRATON APCAR" 4,650 tons, Capt. W. Walker, will be despatched for SINGAPORE, PENANG and CALCUTTA on 6th August.
S.S. "JAPAN" 6,013 tons, Captain C. F. Sedden, will be despatched on above on 9th August.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 2nd August, 1913.

AGENTS

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"THE BIG 4" of the

PACIFIC MAIL S.S. CO.

STEAMERS	Tons	Starting
MONGOLIA	27,000 tons, twin screws.	
MANCHURIA	27,000 tons, twin screws.	
KOREA	18,000 tons, twin screws.	
SIBERIA	18,000 tons, twin screws.	
NILE	11,000 tons.	
CHINA	10,200 tons.	
PERFIA	9,000 tons.	

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	Tons	Starting
MANCHURIA	27,000	TUESDAY, 5th Aug. at 1 P.M.
NILE	11,000	SATURDAY, 16th Aug. at 5 P.M.
MONGOLIA	27,000	SATURDAY, 23rd Aug. at 1 P.M.
PERFIA	9,000	SATURDAY, 13th Sept. at Noon
KOREA	18,000	SATURDAY, 20th Sept. at 1 P.M.
SIBERIA	18,000	SATURDAY, 4th Oct. at 1 P.M.
CHINA	10,200	TUESDAY, 14th Oct. at Noon.
MANCHURIA	27,000	

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From Hongkong.	Arrive Manila.	Leave Manila.	Due Hongkong.
16th Aug. NILE	18th Aug.	6th Aug. NILE	8th Aug.
13th Sept. PERFIA	15th Sept.	14th Aug. MONGOLIA	16th Aug.
14th Oct. CHINA	16th Oct.	2nd Sept. PERFIA	4th Sept.
28th Oct. NILE	30th Oct.	10th Sept. KOREA	12th Sept.
25th Nov. PERFIA	27th Nov.	24th Sept. SIBERIA	26th Sept.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.
O. H. RITTER, Acting Agent.

Panama-Pacific International Exposition—San Francisco—1915

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.	CANTON TO HONGKONG.
SATURDAY, 2nd AUGUST, 1913.	
8 a.m. "HEUNGSHAN"	8 a.m. "HONAN"
10 p.m. "HONAN"	5 p.m. "KINSHAN"
SUNDAY, 3rd AUGUST, 1913.	
10 p.m. "FATSHAN"	4 p.m. "HEUNGSHAN"

A Telephone service has been recently installed on the Canton Company's steamers, Day steamers Call No. 775. Night steamers Call No. 775.

HONGKONG-MACAO LINE.	HONGKONG TO MACAO.
S.S. "SUI AN" Tons 1651.	S.S. "SUI AN" Tons 1651.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.	Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 1.30 p.m. from the Company's Wing Lok Street Wharf.	Sundays at 9 a.m. and 1.30 p.m. from the Company's Wing Lok Street Wharf.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.	Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO. SUNDAY, 3rd AUGUST, 1913.

The Company's Steamship "SUI AN" Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HOISANG" 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "FANAM" 588 tons, and S.S. "NANNING" 569 tons. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier.

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SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.

S.S. CHIKO MARU ... 22,000 tons.

S.S. SHINYO MARU ... 22,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball games and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers, Through Tourist's Sleepers, Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

O. LAOY GOODRICH, GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. 157

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "BOHEMIA" 7,900 tons, will leave as above on 18th August, at 4 P.M.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Doctor Stewards, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £30 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "VORWAERTS" 12,900 tons, will leave as above about 2nd Sept.

These Steamers of large tonnage are fitted with comfortable class accommodation for Saloon Passengers. No Surtax. Doctor, Stewards, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £3.15, II £2.1.6.

BY ST. GOTTHARD EXPRESS: Via Venice, Milan, St. Gotthard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £3.15, II £2.1.6.

BY SEMMERING EXPRESS: Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £3.11, II £2.3.9.

BY TAVERN EXPRESS: Via Munich, Cologne, Hock or Flushing, Class I £2.18.6, II £2.1.6.

TO SHANGHAI.

S.S. "AFRICA" 8,840 tons, will leave as above on 31st August, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "VORWAERTS" 12,900 tons, will leave as above about 6th August.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents.

Hongkong, 2nd August, 1913. Prince's Building.

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SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMER TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "YEDDO" ... 7,200 ... On 7th Sept.

KOBE and MOJI ... "YEDDO" ... On 7th Sept.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO., YORK BUILDINGS, TOP FLOOR.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGA.	HITACHI MARU	13,000	WED'DAY, 13th Aug., at D'light.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	MIYAZAKI MARU	16,000	WED'DAY, 27th Aug., at Daylight.
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	SHIDZUOKA MARU	12,500	TUESDAY, 12th Aug., at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TAMBA MARU	12,500	TUESDAY, 26th Aug., at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG & LANGOON	NIKKO MARU	9,600	WED'DAY, 27th Aug., at Noon.
BOMBAY VIA SINGAPORE, and COLOMBO	KUMANO MARU	9,300	WED'DAY, 24th Sept., at Noon.
KOBE and YOKOHAMA	KANAGAWA MARU	12,500	SATURDAY, 9th August.
SHANGHAI, MOJI and KOBE	PENANG MARU	12,000	MONDAY, 4th August.
	IYO MARU	12,500	THURSDAY, 14th Aug., at 11 A.M.
	COLOMBO MARU	6,000	MONDAY, 4th August.
	WAKASA MARU	12,500	SATURDAY, 9th August.
	SHINYO MARU	12,500	SUNDAY, 4th August.

§ Fitted with New System of Wireless Telegraphy.

‡ Cargo only

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
	Return.	Return.	Return.	Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamers' Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

TELEPHONE Nos. 292 and 1241.

T. KUSUMOTO, MANAGER.

[11—12—13

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON

(TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.) THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
ASSAYE ...	August 2	MALJOJA ...	Aug. 31	Sept. 6
DEYTA ...	August 16	MONGOLIA ...	Sept. 14	Sept. 20
ARCADIA ...	August 30	MACEDONIA ...	Sept. 27	Oct. 3
DEVANHA ...	Sept. 13	MALWA ...	Oct. 11	Oct. 17
ASSAYE ...	Sept. 27	MOULTAN ...	Oct. 25	Oct. 31
CHINA ...	October 11	MOREA ...	Nov. 8	Nov. 14
DEYTA ...	October 25	MARMORA ...	Nov. 22	Nov. 28
INDIA ...	Nov. 8	MOLDAVIA ...	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON: 1st SALOON £71.10 SINGLE, £106.14 RETURN. 2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NOT-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES; PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
SINLA ...	August 6	Sept. 12	Sept. 21
NAMUR ...	August 20	Sept. 25	Oct. 5
NANKIN ...	September 3	October 9	Oct. 18
NYANZA ...	September 17	October 24	Nov. 2
NORE ...	October 1	Nov. 5	Nov. 15
NILE ...	October 15	Nov. 19	Nov. 23
SYRIA ...	October 29	Dec. 2	Dec. 11
SUMATRA ...	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON: 1st SALOON £55.0 SINGLE, £82.10 RETURN. 2nd " £38.10 " £57.4

All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ASSAYE	Noon, 2nd Aug.	See Special Advertisements.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	SIMLA	About 7th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NYANZA and YOKOHAMA	Capt. H. N. Rivers, R.N.R.	About 7th Aug.	Freight and Passage.
SHANGHAI	ARCADIA	About 14th Aug.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to
E. A. HEWETT,
Superintendent.
Hongkong, 2nd August, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SAIGON	"HANYANG"	On 2nd Aug., Noon.	
SHANGHAI	"YINGCHOW"	On 2nd Aug., M'night.	
FOO, NANTONG & CHINWANGTAO	"ICHANG"	On 3rd Aug., D'light.	
MANILA, CEBU and ILOILO	"TEAN"	On 5th Aug., 4 P.M.	
SHANGHAI	"ANHUI"	On 7th Aug., 4 P.M.	
SHANGHAI	"CHENAN"	On 9th Aug., 4 P.M.	
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 10th Aug., D'light.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest of Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailing. A Co.'s launch leaves Murray Pier at 12 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE,
Hongkong, 2nd August, 1913. TELEPHONE 35. AGENTS

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	4th August	On 16th Aug., 11 A.M.
ALDENHAM	30th August	On 19th Sept., 11 A.M.
ST. ALBANS	20th September	On 31st Oct., 11 A.M.
EASTERN		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Room has Electric Fans. A fully qualified Doctor and Stewards are carried. For further particulars apply to
GIBB, LIVINGSTON & Co.,
47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

HAMBURG-AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

STEAMER	TO SAIL	REMARKS
S.S. SOANDIA	14th Aug.	
S.S. SENEGAMBIA	26th Aug.	
S.S. UCKERMARK	28th Aug.	
S.S. LIBERIA	11th Sept.	
S.S. ARABIA	23rd Sept.	

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 5th Aug., at 11 A.M.
"HAITAN"	Capt. J. S. Enoch	FRIDAY, 8th Aug., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier). During the Month of July and August FIRST CLASS RETURN FARES to FOCHOW will be subject to a Reduction of 20% on the full Fares. For Freight and Passage, apply to—
DOUGLAS, LARPAK & Co.,
General Managers.
Hongkong, 1st August, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TORBINE Steamers

CHIYO MARU. SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.
and the TWIN SCREW S.S.
NIPPON MARU & HONGKONG MARU.
INTERMEDIATE STEAMERS
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

The S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on THURSDAY, the 7th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

ANYO MARU, BUYO MARU and KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUYO MARU	14,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Hilo	On 6th Aug., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Hilo	On 15th Aug., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewards Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 2nd August, 1913.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.
For VICTORIA, B.C. and TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug., at 1 P.M.
"CANADA MARU"	K. Hori	SATURDAY, 23rd Aug., at 1 P.M.
"TACOMA MARU"	T. Kanada	THURSDAY, 4th Sept., at 1 P.M.
"PACIFIC MARU"	T. Kanada	WEDNESDAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Saio	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 15th Oct., at 1 P.M.

† Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.
† Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

For BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

STEAMER	CAPTAIN	LEAVING
"LUZON MARU"	A. Yamamoto	TUESDAY, 26th Aug., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"	K. Komiya	

For MOJI, KOBE and YOKKAICHI.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.
"INDO MARU"	K. Komiya	SATURDAY, 20th Sept., P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 21st Oct., P.M.

CHINA & FORMOSA LINE.

For FOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAJO MARU"	Y. Yamamoto	WEDNESDAY, 13th Aug., at 2 P.M.

For TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SHOSHU MARU"	S. Tokushige	MONDAY, 4th Aug., at Noon.
"DAIGI MARU"	S. Tokushige	SUNDAY, 10th Aug., at Noon.

For ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	FRIDAY, 8th Aug., at 10 A.M.

For CANTON.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	MONDAY, 4th Aug.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER
Second Floor, No. 1, Queen's Building.

THE YOKOHAMA DOCK

CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes (used):—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkins's.

DRY DOCK DEPARTMENT:—Telephone Nos. 375, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick, to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—
92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 68,248 square yards, or 14.1 acres.
Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK"	1,700	Wed'ay, 6th Aug., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW"	16,900	About Wed'ay, 6th Aug.
MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	6,000	Saturday, 9th Aug., at 9 A.M.
KOBE	"PRINZ WALDEMAR"	6,000	About Tuesday, 19th Aug.
JESSELTON, KUDAT and SANDAKAN	"BOERNE"	5,000	About End of August.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,
MELOHRS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 25th July, 1913

VESSELS EXPECTED.

THE AMERICAN MAIL.
The T.K.K. str. *Nippon Maru* left Honolulu for Yokohama on the 25th July, where she is due on the 5th August.
The P.M. str. *Nile* sailed from Yokohama for Hongkong on the 29th July, between 10 a.m. and noon. The United States mail has been transferred to the O.S.K. str. *Canada Maru*, which is scheduled to arrive here on the 8th August.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Prinz Waldemar* left Sydney on the 28th July, and may be expected here on or about 19th August.

THE GERMAN MAIL.
The I.G.M. str. *Buelow*, carrying the German mails, with dates from Berlin of the 9th July, left Colombo on the 28th July, p.m., and may be expected here on or about the 6th August.

MERCHANT STEAMERS.
The H.A.L. str. *Belgravia* left Singapore on the 27th July, at noon, and may be expected here on or about the 2nd August, a.m.
The str. *Japan*, from Kobe, left Moji on the 29th July, a.m., and may be expected here on or about the 2nd August, a.m.
The N.Y.K. str. *Shidzuoka Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 25th July, and is expected here on the 2nd August, a.m.
The H.A.L. str. *Ambrisa* left Singapore on the 28th July, p.m., and may be expected here on or about the 3rd August, a.m.
The N.Y.K. str. *Colombo Maru* (Calcutta Line) left Singapore for this port on the 29th July, and is expected here on the 4th August.
The str. *Capri* left Moji for this port on the 29th July, p.m., and may be expected here on or about the 4th August.
The A.L. str. *Vorwarts* left Singapore for this port on the 30th July, and will arrive here on the 4th August.
The N.Y.K. str. *Shingo Maru* (Bombay Line) left Singapore for this port on the 30th July, and is expected here on the 5th August.
The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Yokohama for this port via ports on the 27th July, and is expected here on the 6th August.
The G.N. str. *Minneapolis* left Yokohama on the 28th July, via Kobe, Nagasaki and Manila, and may be expected here on or about 11th August.
The N.Y.K. str. *Iyo Maru* (European Line) left Colombo for this port via Singapore on the 31st July, and is expected here on the 13th August.
The N.Y.K. str. *Tamba Maru* (American Line) left Seattle for this port on the 10th July, and is expected here on the 17th August.

NOTICE TO CONSIGNEES.

S.S. "CHILL"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. "Bretton," "Bague" and "Sillon," from Antwerp ex S.S. "Argos," from Havre ex S.S. "Erston" and from Bordeaux ex S.S. "Verhermes" and "Vila de Jorant" in connection with above Steamers are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 8th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 12th inst., or they will not be recognized.

All damaged packages will be examined on the 8th inst., at 10 A.M.

No Fire Insurance has been effected.

S. C. de BUSSIERRE,
Acting Agent.

Hongkong, 1st August, 1913.

S.S. "YUNNAN"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Amers in connection with above Steamers are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 8th inst. at Noon will be subject to rent and landing charges.

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All damaged packages will be examined on the 8th inst., at 9 A.M.

No Fire Insurance has been effected.

S. C. de BUSSIERRE,
Acting Agent.

Hongkong, 1st August, 1913.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Namsang, from Shimoda, is due in Hongkong 2nd August.

Katsang, from Calcutta, is due in Hongkong 3rd August.

Kamsang, from Calcutta, is due in Hongkong 7th August.